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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Rumania

SUBJECT Construction Material Combine in Turda, Rumania

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1. The construction material combine, "8 May" in Turda, is made up of the old cement and stock brick factory as well as the modern brick factory which was built in the period from autumn 1950 to 1 May 1951. The factory, which is surrounded by barbed wire, lies on the west side of the Cluj-Turda railroad line, about 200 meters from the line itself. It has an area of 2,000 x 1,000 meters and is divided into two parts by a spur track; the eastern part is the cement factory, which was modernized in 1949, and the western part is the brick factory.
2. Clay pits are located in the Turda valley, 400 to 500 meters west of the factory. Limestone is extracted with eight automatic drags from the slope of the Piatra Salul, 3.5 kilometers north of Piatra. Three of the automatic drags were received from the Budapest mining factory in 1951 and are modern; the others hardly function. A 3,800 meter long cable railway runs between the limestone quarries and the factory. Limestone is brought into the factory on conveyor belts which lead to the lime kiln and to the mills in the cement factory.
3. Nine combines shipped from the Soviet Union operate in the stone quarries. The combines bore detonation holes and crush the stones. The limestone is also crushed in the quarry by three automatic machines. Since two cubic meters is the maximum load of the individual cars, and since the cars at most are 25 meters apart, the maximum load of the cable railway is 6,080 cubic meters. In the cement factory the limestone is crushed in 17 crushing drums. Eight of these drums are old, and were put back into use after 1945; the other nine, from the Victoria Machine Tool Factory in Arad, are new. The Sovromtractor factory in Stalin (Brasov) is to deliver three more drums.

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4. The "8 May" combine has a double track industrial railway which branches off from the rail stop at Turda. On the loading platform there are six rows of tracks. The average weekly loading is: 600 cars with 15 tons of bricks each; 100 cars with 15 tons of stock, press, chamot, and magnesite bricks; 60 cars with 15 tons of roofing tile; about 400 cars with 15 tons of cement.
5. At present the ovens are heated with coal from the Targu-Jiu area. Natural gas pipelines from Sarma to Turda are now being constructed and the industrial area of Turda will probably be run on natural gas in the future. The gas lines should be completed by 1 May 1954.
6. The factory has eight large clay pugger machines. The bricks are taken from these machines to the automatic presses (four of which belong to the "Keller" system), and from the presses are brought by elevator to the artificial drying room.
7. The magnesite powder and the chamot are brought in mostly from Baia Mare and Alba Iulia. Kaolin is obtained from the factory's own recently opened pits south of Turda.
8. The factory has its own power unit, a system turbine system run by coal. It also receives current from a trunk line from Cluj (220 volts).
9. Nearby the factory installation is a housing development. So far three three-floor dwellings of 30 apartments each and 30 four-room private homes have been built.
10. The total number of workers in both factories is 3,000. Of this number 600 are specialists, 1,400 are trainees and 1,000 are helpers. Since there is a great scarcity of skilled labor, many of the workers had to be brought in from East Germany. The Germans receive higher wages than the Rumanians, are permitted to send food packages home, and get better apartments. Women make up 40 percent of the trainees and 20 percent of the skilled workers. Some of the fitters are also women and there is a woman locomotive engineer. There is a factory guard made up of 60 men. They wear dark grey overalls and carry truncheons; after dark, they carry pistols.

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